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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

I.

II. Soviet freight cars are marked with the name of individual railroad systems or with the name of a specific industry.

a. Repair of cars -

(1)

There are 50 or so sectional systems set up by the Ministry of Transportation in Moscow. Each system is under a Director and is assigned a certain number of freight cars. The Director is responsible for making capital repairs to these cars every three or four years. Each car is marked to show the date capital repairs were last made.

(2)

Since freight cars may travel all over the USSR frequent breakdowns occur. Emergency repairs must be made by the system that is currently using the car, or over which system it is traveling at the time of breakdown.

(3)

The owning system is billed and credit is given to the repairing system.

(4)

Repairs are just as good, each having comparative repair shops.

b. Operation of cars -

(1)

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The system is billed for the use of cars in its area or for use of shipment into another area.

(2)

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There are too few cars available for any of them to remain empty for long. If, for example, a car load of goods is sent from the Moscow system to the SW (Kiev) system, the car must be unloaded within two or three hours. The Kiev system, if it has a load at the station to which the goods were shipped, will use the car, keeping the Moscow system and the Ministry of Transportation advised. If no load is available at this particular station, the Kiev system can transfer the car to any station within its system where a load is available. The cars are never sent back to the shipping system empty. Rather, the receiving system uses the car as long as necessary, ie as long as they have need for the car for movement of goods within their system.

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(3)

They must find a load if possible. If they cannot use the car, they advise the Minister of Transportation that the car is available, in which case the car is ordered by the Ministry to another system where it is needed.

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there were too few cars available to have many empty. If it so happens that the system into which a car moves cannot use the car, it is necessary to advise the Ministry that the car is available. However, every effort must be made to utilize the car and move it most efficiently, (ie with a load).

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(4)

The Ministry of Transportation. The system tries to anticipate any seasonal peak need in its territory. If it is unable to obtain enough rolling stock, it requests additional cars from the Ministry.

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(5) [REDACTED]

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Ordinarily a car must be loaded or unloaded within two or three hours. If not, the receiver is fined. I do not know the fine is set according to the size of the car. If a 20-ton car it carries a set fine, a 40-ton car would be twice as much.

The fines are the same throughout the USSR.

penalties for various types of cars [REDACTED]

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Depends upon the weight the car can carry.

III. [REDACTED]

[REDACTED] the Soviet RR, industry did not own any freight cars that moved on the regular roads. They did own, in some cases, small cars that they could use within their own yards and on their sidings.

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- end -

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